



PHT, Inc. dba

Polynesian Hospitality

Bills 63 and 64 (2017)

The Honorable Kymberly Marcos Pine, Chair and Members
Committee on Zoning and Housing
Honolulu City Council
530 South King Street
Honolulu, Hawaii 96813

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Statement of Lawson S. Teshima, Secretary-Treasurer, PHT Inc.
Before the City and County of Honolulu,
City Council Committee on Zoning and Housing
Thursday, June 29, 2017

RE: Bills 63 and 64
Relating to Special Improvement Districts and the Establishment of the Waikiki
Transportation Management Special Improvement District No. 4

Dear Chair Pine and Members of the Committee.

I am Lawson Teshima testifying on behalf of PHT, Inc. a PUC certified motor coach operator for the Island of Oahu. PHT Inc. has operated its motor coach and other vehicles in Waikiki since 1972.

I wish to express my strong support of Bills 63 and 64, adding transportation management to the Special Improvement Districts (Bill 63) and the establishment of the Waikiki Transportation Management Association as a Special Improvement District (Bill 64).

As a member of the community that operates in Waikiki, I have become increasingly aware of our transportation trouble spots and issues. Commercial vehicle operations along Kalakaua, Ala Moana Boulevard, Seaside, Koa, and Lewers, among others are increasingly having difficulties in conducting their business. The situation has grown steadily worse since 1972 due to the increase in tourism and the number of venues to handle the increase of visitors. Properly permitted commercial passenger and freight vehicles must routinely park often where prohibited to keep Waikiki functioning.

There are too few designated on-street parking spaces and loading zones. Those that do exist are not adequately managed forcing many crucial commercial operators who need to use the curb space to do so often illegally parking. Sometimes even illegal space is too unsafe forcing vehicles to circle the streets adding to more congestion and exasperating a problem that desperately needs to be better managed.

Action is sorely needed. The WTMA SID will allow us to solve these problems collectively with residents, business, and government working together. The purpose of the WMTA is to establish those projects, programs, and procedures that will serve Waikiki with high-quality,

MISC. COM. 3396

multi-modal, transportation facilities and services. Part of the overall program is to develop a permit system in partnership with the residents so they may have an active role in improving transportation to, through and within Waikiki.

These increasing transportation issues have been noted in City studies. A Transportation Management Association has been recommended for Waikiki by at least three City studies; (1) the Waikiki Regional Circulator Study, (2) the Honolulu Urban Core Parking Master Plan, and (3) the Waikiki Livable Community Project.

I am in support of both Bills 63 and 64.

Sincerely,

Lawson Teshima
Secretary-Treasurer
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